

## **SECTION 106 ACTIVITIES ANNUAL REPORT**

**FOR THE YEAR ENDING DECEMBER 31, 2010**



METROPOLITAN WASHINGTON AIRPORTS AUTHORITY  
[WWW.MWAA.COM](http://WWW.MWAA.COM)

**Metropolitan Washington Airports Authority  
1593 Spring Hill Road, Suite 300  
Vienna, Virginia 22182**

**JANUARY 2011**

## **Introduction**

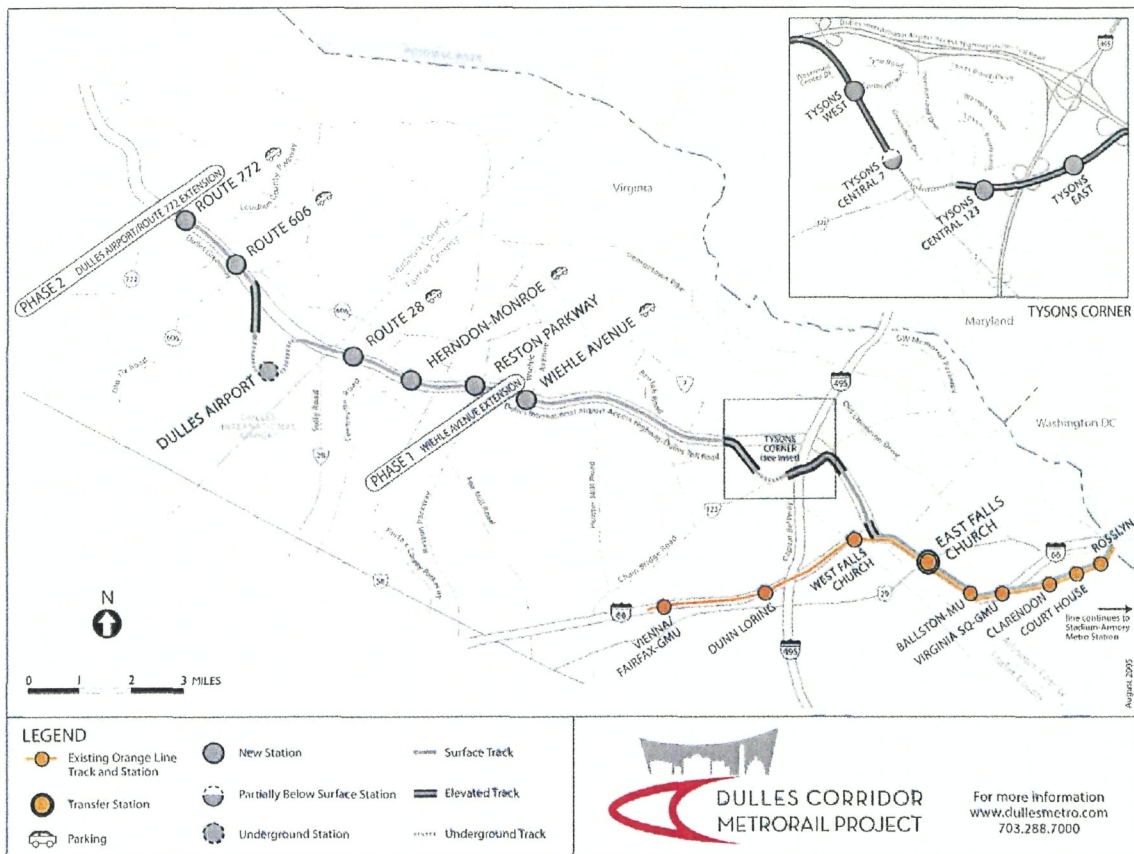
The Section 106 Memorandum of Agreement (MOA) for the Dulles Corridor Metrorail Project (Project), formally executed on October 5, 2004, requires the Virginia Department of Rail and Public Transportation (DRPT), in consultation with the Metropolitan Washington Airports Authority (Airports Authority), to prepare an Annual Report summarizing the activities carried out in accordance with the agreement during the previous year. The Airports Authority is submitting the Section 106 Activities Annual Report again this year, because responsibility for the Project officially transitioned from DRPT to the Airports Authority in 2007. In accordance with the requirements of the MOA, this report is to be completed and distributed to all MOA signatories by January 15, 2011, and made available for public review.

The following report describes the Project, its current status, and Section 106 activities completed in 2010.

## **Project Description**

In 2009, the Airports Authority, along with a number of local stakeholders, including the Virginia Department of Transportation (VDOT), Washington Metropolitan Area Transit Authority (WMATA), Fairfax County, Loudoun County, and DRPT, continued planning and development of the Project, a 23.1-mile extension of the regional Metrorail system along the rapidly growing Dulles Corridor in Fairfax and Loudoun Counties. The Federal Transit Administration (FTA) continues to be the lead federal agency for this project.





The Dulles Corridor Metrorail Project will extend the existing 106-mile Metrorail system from the Metrorail Orange Line in Fairfax County through Tysons Corner to Dulles Airport and beyond the airport to Route 772 in eastern Loudoun County. Most of the extension will be constructed in the median of the Dulles International Airport Access Highway (DIAAH), Dulles Connector Road, and the Dulles Greenway Toll Road, but the alignment will also divert to directly serve Tysons Corner and Dulles Airport. The entire extension will include 11 new Metrorail stations, a maintenance and storage yard on Dulles Airport property, and an expansion of the existing service facilities at West Falls Church. Four of the new stations will be located within Tysons Corner. This alignment was selected because it offers the significant ridership potential with the least impact on residential areas.

Project elements will include an electrically-powered rapid rail transit line operating in an exclusive right-of-way with at-grade, aerial, and subway sections, stations and parking facilities, new and improved yard and shop facilities, rail vehicles, fare collection equipment, communications and train control systems, ancillary facilities for the distribution of electrical power, and stormwater management. The Dulles extension will be fully integrated as part of the existing Metrorail system. The Airports Authority intends to construct the project in two phases.

The project's first phase, known as the *Extension to Wiehle Avenue*, will complete the initial 11.7 miles of the planned extension from the current Metrorail Orange Line to Wiehle Avenue in Reston. The alignment will follow the Dulles Connector Road, Route 123 and Route 7 in



Tysons Corner, and the DIAAH. This phase will include five new stations (Tysons East, Tysons Central 123, Tysons Central 7, Tysons West, and Wiehle Avenue), additional commuter parking, improvements to the existing Metrorail Service and Inspection Yard at West Falls Church, and an interim terminus at Wiehle Avenue. Construction of the *Extension to Wiehle Avenue* is scheduled for completion in late 2013.

The Project's second phase, known as the *Extension to Dulles Airport/Route 772*, will complete the Project from Wiehle Avenue to Route 772 in Loudoun County. From Wiehle Avenue, the alignment will continue along the DIAAH, cross Dulles Airport property, and then follow the Dulles Greenway to the terminus at Route 772. This phase will include six additional stations (Reston Parkway, Herndon-Monroe, Route 28, Dulles Airport, Route 606, and Route 772), additional commuter parking, and a new Service and Inspection Yard on Dulles Airport property. Construction of the *Extension to Dulles Airport/Route 772* is tentatively scheduled for completion in late 2016.

The Record of Decision (ROD) for the Project was issued by FTA in March 2005; an amended ROD was issued by FTA in November 2006. Accompanying the ROD, as Attachment C, was the MOA on historic and archaeological resources. The MOA, which complies with Section 106 of the National Historic Preservation Act of 1966 (16 USC §470f), outlines measures that will be implemented to reduce or compensate for the Project's unavoidable impacts to cultural resources.

### **Background**

DRPT began Preliminary Engineering for the *Extension to Wiehle Avenue* in October 2004 and completed it in March 2006. The Preliminary Engineering phase modified the alignment and elevation through Tysons Corner, as described in the Final Environmental Impact Statement (FEIS) and was duly examined and reported in an Environmental Assessment of February 2006. Preliminary Engineering represents about 30% of Final Design for the *Extension to Wiehle Avenue*. DRPT conducted Preliminary Engineering for the *Extension to Dulles Airport/Route 772* in 2006. That Preliminary Engineering was suspended when it reached approximately 15% of Final Design in October 2006.

The Project Sponsor officially transitioned in June 2007 from DRPT to the Airports Authority. Coordination among cooperating agencies and fulfillment of project commitments has been sustained by the Airports Authority, including requirements of the Section 106 MOA.

### **Project Status**

The *Extension to Wiehle Avenue* Preliminary Engineering and Final Design established the basis for the Design-Build phase of the Project to follow. Final Design of the *Extension to Wiehle Avenue* is approximately 95% complete and construction is currently underway along most of the Project corridor for this initial phase. In 2010, the design team selected by the Airports Authority to complete the Preliminary Engineering for the *Extension to Dulles Airport/Route 772* continued to advance their efforts.



Activities which took place over the past year to advance the project are described below.

### **Extension to Wiehle Avenue (Phase 1)**

Planning, development, design, and construction activities occurred in 2010 and included:

- Continued acquisition of key properties required to accommodate utility relocation and subsequent Design-Build construction activities.
- Continued utility relocation construction along Route 7 and Route 123, and the entire corridor, and progressed Design-Build activities.
- Progressed final design and construction of the guideway, stations, tunnel and related site/civil improvements.
- Coordinated with permitting agencies for necessary permits and approvals and received permits/approvals in 2010 from a variety of state, federal, and local agencies, including the FTA, Federal Aviation Administration, U.S. Army Corps of Engineers, Virginia Department of Environmental Quality, Virginia Marine Resources Commission, Virginia Department of Conservation and Recreation, VDOT, Virginia Department of General Services, Fairfax County, and the Airports Authority.
- Continued coordination and outreach efforts with Project partners, stakeholders, and the surrounding community throughout the year including, but not limited to, the Commonwealth of Virginia, Fairfax County, Loudoun County, WMATA, Airports Authority, VDOT and DRPT, as well as local developers and citizen groups.

### **Extension to 772 (Phase 2)**

Coordination activities to be used to refine the Preliminary Engineering occurred in 2010 and included the general coordination of *Extension to Dulles Airport/Route 772* station designs with the Airports Authority, WMATA, VDOT, Fairfax and Loudoun Counties, and adjacent developers. The design team selected to finalize the Preliminary Engineering (30% design) for the *Extension to Dulles Airport/Route 772* continued their efforts and made progress submittals (approximately 20% design) for preliminary design of civil, roadway, utilities, structural, tunnel, stations and systems elements. The Phase 2 Preliminary Engineering is expected to be completed in approximately 18 months.

### **Section 106 Activities Conducted in 2010**

The following activities occurred in 2010 related to compliance with Section 106 for the Project:

- **Section 106 Annual Report** – The *Section 106 Activities – 2009 Annual Report* was issued in January 2010. This report, required by Stipulation 3 of the MOA, was distributed to FTA, the Virginia Department of Historic Resources, and MOA concurring signatories.
- **FTA Record of Decision** – Section 106 compliance was tracked and documented in 2010 using Attachment A, Summary of Mitigation Measures, of the FTA ROD. Attachment A lists mitigation commitments, including those related to cultural resources.



The Project will continue in 2011 to track and meet the cultural resource requirements identified in the ROD and MOA as part of the Preliminary Engineering efforts.

- **Section 106 Consultation** – In 2010 for the *Extension to Dulles Airport/Route 772*, the Project team continued advancement of the conceptual design of alternative alignments on Dulles Airport property including the Metrorail station and site facilities. Initial consultation on the preliminary design refinements occurred in 2010 with the Virginia Department of Historic Resources and the consulting parties as a coordinated activity with the Airports Authority initiating the consultation and the Federal Transit Administration accepting responsibility as lead federal agency. Additional consultation will occur in 2011 as part of the Preliminary Engineering activities for the second phase, the *Extension to Dulles Airport/Route 772*. Prior to completing final Preliminary Engineering, the Airports Authority will continue working with the Virginia State Historic Preservation Officer (VSHPO) to receive comments and address concerns on the historic viewshed at Dulles Airport. An initial assessment of effects and proposed treatment plan, per the MOA, will be developed during this next phase of Preliminary Engineering for review by the Virginia Department of Historic Resources.

For 2010, there have been no archaeological discoveries to date or any impacts to historic resources during construction of the *Extension to Wiehle Avenue*.

- **Archaeology** – In November 2007, Thunderbird Archaeology was retained by Dulles Transit Partners to provide archeological services per the MOA and in accordance with Section 106 of the Historic Preservation Act. Thunderbird Archaeology reviewed the current status of archeological resources within the Project area for Phase 1, *Extension to Wiehle Avenue*; and found that no known impacts are anticipated. Thunderbird Archaeology will respond to any discoveries that occur during construction; but, to date, there have been no archaeological discoveries during utility relocation or other earth disturbing activities during Design-Build construction along the alignment.

In 2010, for the second phase the *Extension to Dulles Airport/Route 772* additional archaeological investigation commenced for the project design refinements and will be completed in 2011.

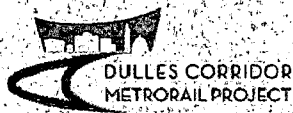
### **Additional Information**

An electronic copy of this report will be posted on the Project's web site ([www.dullesmetro.com](http://www.dullesmetro.com)). Printed copies are available upon request. Questions about activities related to compliance with the Section 106 MOA or requests for further information on the Project's current status should be directed to:

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